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July 8, 1900

1726

received supplemental bill of health. Six steerage and 50 cabin passengers were inspected and passed and 7 large and 6 small pieces of luggage. June 15, issued supplemental bill of health to the Hamburg-American Line steamship *Fürst Bismarck*, also bound for New York. Two second, and 65 first cabin passengers were inspected and passed. June 16, cleared the American Line steamship *Saint Paul*, passing 438 steerage, 178 second-cabin, and 233 first-cabin passengers, and 183 large and 595 small pieces of luggage. Only 2 chambers full of luggage were disinfected for this ship, all bedding. There were no rejections.

Respectfully,

W. C. HOBDY,

Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,  
U. S. Marine-Hospital Service.

GERMANY.

*Maritime quarantine at Hamburg.*

HAMBURG, GERMANY, June 13, 1900.

SIR: The system of maritime quarantine through which the port of Hamburg is protected is under the direction of the port physician, who has his station in the city and whose office forms part of the medicinal collegium, or medical bureau of the State. The port physician has 1 assistant physician and 3 sanitary inspectors under him for the harbor and 2 assistant physicians for the quarantine station at Cuxhaven, besides the necessary force of boatmen and disinfectors. Cuxhaven and a considerable region surrounding it at the mouth of the Elbe form a part of the State of Hamburg.

The special quarantinable diseases for which a vessel is subject to detention are cholera, plague, and yellow fever. Other infectious diseases would require the removal of the sick and the disinfection of the vessel, or portions of it, but the measures and restrictions would be less severe than for the 3 diseases mentioned.

The quarantine establishment at Cuxhaven consists of a disinfecting plant, to which is attached a force of 12 disinfectors, a tugboat for boarding vessels, chartered by the day with the crew, and a complete hospital and barracks with buildings pertaining thereto for the reception of cases of infectious disease and suspected persons from infected vessels. The members of the disinfecting force and the quarantine physicians are not required to live in isolation but dwell in the town of Cuxhaven, with the exception that at least one of the disinfecting force is at the disinfecting plant at all hours of the night and day, the others being on duty in working hours.

The disinfecting plant is situated on the river near the shipping center of Cuxhaven and is a somewhat temporary structure, and I am informed that it is intended soon to build a large plant in a more isolated spot, near the quarantine hospital. It consists of 2 buildings, the larger containing 1 steam chamber of exactly the size and style of those at the disinfecting establishment in Hamburg, described in my report of March 8, 1900, and arranged like them with a clean and an unclean end and a bathroom between. The smaller building contains a small steam disinfecting chamber, which was originally a portable one on wheels but has been fixed in the building and is now used instead of the larger chamber when only a few articles of clothing and the like are to be disinfected. The disinfecting plant has also materials and appliances for the disinfection of the compartments of vessels similar to those described in

July 6, 1900

my report of March 8, as used in Hamburg for house disinfection. As regards the application of disinfection to vessels, essentially nothing can be added to the remarks made in my report above referred to. Practically the disinfection of the holds of vessels is not undertaken, as they are not regarded as probably infected in any cases which are dealt with here. The bilges are disinfected with quicklime. Ballast, except water ballast, is not disturbed at quarantine, as it is not regarded as dangerous material. The methods used for killing the rats in arriving vessels, which is an act of maritime quarantine and part of the system here, were described in my report of April 7, 1900.

The quarantine hospital is situated about 2 miles above the disinfecting plant, on the river, in a spot surrounded only by open fields. It can be reached either by land or water. For carrying patients thither overland the station is provided with a closed carriage fitted as an ambulance. The hospital is fenced in with a high wall, and a number of separate buildings, small but well equipped, are contained in the inclosure. There are 3 pavilions for use either as hospital wards or as places for the detention of suspects, 1 containing 12 beds and each of the others 8 beds, and a fourth pavilion intended exclusively for barracks and containing 20 beds. This capacity of 48 beds could be increased in an emergency. There are living accommodations for a medical staff and for nurses and other attendants, a deadhouse and laboratory, a steam disinfecting plant, and a laundry. The sewage is conveyed into a vault, where it is disinfected and afterwards pumped into the river. Water is supplied from the system at Cuxhaven and is carried in pipes a distance of 2 miles.

The most interesting part of the hospital is the deadhouse and laboratory, which is equipped with everything necessary for the examination of the pathological products of infectious diseases, particularly bubonic plague. The complete equipment of the entire hospital is the more instructive from the fact that it has not been necessary to put it into actual use since 1893. A caretaker lives constantly at the hospital; the other force would be sent in case of need.

This hospital is intended to be used only for cholera, plague, or yellow fever. All other infectious cases, including smallpox, are removed from the vessels in Hamburg and sent to hospital there. The portion of the quarantine work which is done at Hamburg is carried out by the port physician, aided by his assistants and the harbor police. Disinfecting is done through the city disinfecting establishment, described in my report of March 8, and the force of disinfectors attached thereto. For the reception of cases of infectious disease taken from vessels in the harbor the isolation wards of the Eppendorf general hospital are used. This is the principal hospital of the city and has very large grounds and numerous buildings and a division, isolated from the other portions, specially devoted to the care of infectious diseases. Other cases from shipboard are cared for at the old general hospital, and will be treated at the new seamen's hospital when that is built.

The application of the principles of quarantine at this port can not be better explained perhaps than by giving the quarantine regulations in full, a translation of which is attached to this report and which are the same for all the ports of Germany, being adopted by the various States interested under a provision of the Imperial Government which provides for conference and harmonious action in such matters.

It will be seen from a study of these regulations that in certain cases considerable is left to the judgment of the quarantine physician, particularly in the case of vessels coming from infected ports without actual

sickness on board on arrival or within the extreme incubative period of the infectious disease to which attention is directed. In such cases colored crews of vessels or colored members of crews and passengers are regarded with more suspicion than white people on account of the indifference of all the colored races to infectious diseases and to sanitary rules, and the clothing and baggage of all such are disinfected and extra careful supervision is maintained over them after the arrival of the vessel in the harbor. If the voyage from the infected place has been a very short one the clothing and effects of all the crew are disinfected, including the clothing worn.

In the first inspection of a vessel from a plague-infected port the crew is examined with the body stripped to the groins, and the same is done with steerage passengers. Other passengers are questioned individually. With vessels lying in the harbor not only are all cases of sickness of an infectious nature removed to hospital, including venereal cases, but also any case which is too serious to be treated on board with advantage to the patient.

Many remarks could be made on the appended quarantine regulations in comparison with our own, and it can be seen that they bear much more lightly upon commerce. The practice of carrying out the period of observation of a vessel quarantined for infectious disease after the vessel comes up to the harbor and after passengers have gone to other destinations is one which it seems to me would only be practicable in a country where the health authorities are thoroughly organized in every locality and where police supervision of strangers and others is of a kind that is not known in the United States.

No disinfection of cargo is attempted. Rags and used clothing and bedding, and articles to be classed as such, coming as cargo from an infected port, are excluded from entry, and a vessel bringing them is forbidden to land them. Coming as personal baggage they would be disinfected with steam. In the case of other articles of cargo the danger is considered so indeterminate, and even improbable, that it is believed to be better to run some risk than to put a hindrance to commerce. The sentiment is that there is no danger in any cargo with the exception of the articles mentioned above. It is not the rule to disinfect a vessel in every part on account of the occurrence of infectious disease on board, but only those parts which may be considered as having probably become infected through the occurrence, and the decision in this matter is made by the quarantine physician.

In regard to the treatment of vessels which have been subjected to yellow fever infection or are under suspicion on that account, the situation of this port is so totally different from that of United States ports and particularly southern United States ports with reference to that disease that no comparison is possible. When the great distance from yellow fever centers and the small likelihood of the disease gaining a foothold here under any circumstances are considered, the moderation of the regulations concerning it are seen to be justified. It is worthy of notice, however, that the principle that yellow fever infection makes itself manifest two weeks after the first case has occurred, through infection of the place in distinction from infection of the person, is not regarded.

An idea of the amount of quarantine work done here can be got from the statistics of last year. In the year 1899 there were inspected 12,550 vessels with 259,766 persons on board; 1,821 cases of sickness of all kinds, 853 being internal diseases, were removed for treatment, and 42 disinfections on account of infectious disease were done in the harbor.

July 6, 1900

and 271 at Cuxhaven. Of the disinfections done at Cuxhaven, 130 were done aboard ship, while 141 consisted only of the disinfection of fomites at the plant on shore.

The regions quarantined against on account of bubonic plague at the present moment are as follows: Ports of China south of 30° latitude; Hongkong, Macao, Formosa; ports on the mainland of India, Persia, Beluchistan, and ports of the Red Sea; Alexandria and all other Egyptian ports of the Mediterranean Sea and the Suez Canal; ports of the Malay peninsula and the adjacent small islands, including Penang; ports of the west coast of Indo-China, chiefly those of Birmah, Rangoon, Malmay, Bassein, and Akyab; ports of Brazil and those south of Brazil as far as 40° latitude; New Caledonia; ports of the south and east coasts of Australia. The list is amended frequently, of course, in accordance with changing conditions.

Respectfully,

A. C. SMITH,  
*Passed Assistant Surgeon, U. S. M. H. S.*

**The SURGEON-GENERAL,**  
*U. S. Marine Hospital Service.*

[Inclosure—Translated.]

*Hamburg laws of 1895, I. Division.*

NOVEMBER 29, 1895.

Ordinance concerning the sanitary police control of seagoing vessels entering a port of Hamburg.

The senate, in unison with the Bürgerschaft, has decreed and hereby promulgates as law that which follows, with the addition that from those vessels which are subject to sanitary police control in accordance with the following ordinance the following tax is collected for the state treasury: (a) For coastwise vessels and vessels making short trips (vessels of less than 400 cubic meter gross capacity) 7.50 marks; (b) for other vessels, 30 marks.

SECTION 1. Every seagoing vessel entering a Hamburg port is subject to the sanitary police control:

- (1) If it has had on board in the port of departure or during the voyage cases of cholera, yellow fever, or plague.
- (2) If it comes from a port arrivals from which have been ordered subjected to the control.

SEC. 2. The sanitary police control prescribed in section 1, so far as it pertains to yellow fever, is put in practice only within the time from May 15 to September 15.

SEC. 3. Every vessel which is subject to the sanitary police control must hoist a yellow flag at the foremast as it enters the roads leading to the harbor, at all events as soon as it comes within sight of the harbor.

It must communicate neither with the land nor with another vessel, except a customs vessel, unless for the purpose of taking a pilot or a tugboat, and the before-mentioned flag must not be hauled down before it has been admitted to free pratique by order of the port authorities. All passengers on board together with the crew are subject to the same restrictions of intercourse.

Communication with a vessel which bears the yellow flag is forbidden to private persons. Whoever violates this prohibition will be treated as belonging to the quarantine vessel.

SEC. 4. The pilot and the harbor authorities are to determine by questioning the master or his representative on the entrance of a vessel into the harbor whether section 1 applies to the vessel, and must see to complying with the rules prescribed in section 3.

SEC. 5. In cases described in section 1 the pilot or a person commissioned by the port authorities will hand to the master or his representative a prepared question sheet. Upon the same the master and the mate and in case a physician has accompanied the vessel on the voyage as ship's surgeon, the ship's surgeon also relative to questions 10, 11, and 12, are to give the required information at once in accordance with the truth and in such a manner that it can afterwards be confirmed by them under oath. The question sheet after having been filled out is to be signed by the persons named and is to be held at the disposal of the harbor authorities along with the other papers which are intended for forming a basis of judgment as to the sanitary condition of the vessel.

SEC. 6. Each vessel subject to sanitary police control (sec. 1), together with the persons on board, will, after compliance with the rules prescribed in sections 3 and 5, be inspected by a medical official as soon as possible after arrival, but not during the night-time. Upon this medical inspection depends in every case the further treatment of the vessel.

SEC. 7. If a vessel has cholera on board, or if cases of cholera have occurred on a vessel within the last seven days before its arrival, it is held to be *infected*, and is subject to the following regulations:

(1) The sick persons found on board are to be disembarked and conveyed to isolated quarters specially prepared for their reception and treatment, where a separation is to be made of those persons in whose case the existence of cholera is established from those patients who are only suspected. They are left there until recovery or the removal of the doubt.

(2) Corpses found on board are to be buried immediately under the requisite precautionary rules.

(3) The remaining persons (passengers and crew) are subjected to further observation as to their state of health, the duration of which is regulated in accordance with the sanitary condition of the vessel and the date of the last occurrence of sickness, but in no case is to exceed the space of five days. For the purpose of this observation they are either to be prevented from leaving the vessel, or in so far as their disembarkation is expedient and necessary in the estimation of the port authorities, they are to be lodged in isolated quarters on land. The last holds good in particular when the crew leaves the vessel for the purpose of being paid off.

Passengers who are shown not to have been in contact with cholera patients may be released from observation as soon as it is determined by the medical official that symptoms which would cause the appearance of cholera to be apprehended do not exist in them. Nevertheless, the port authorities must immediately in such cases inform the proper police authorities at the next destination of the passengers concerning their intended arrival, in order that they may be subjected to sanitary police supervision there.

If the observation of the ship's crew takes place on board, their going ashore during the period of observation is only to be allowed in so far as the requirements of the ship's service demand it.

(4) All personal linen, articles of clothing in daily use, and other belongings of the ship's crew and passengers which are deemed by the medical official to have become soiled with cholera dejections are to be disinfected. The same holds good with reference to those compartments and portions of the vessel which are to be regarded as contaminated with cholera dejections.

(5) Bilge water, which from the situation of affairs must be considered as containing cholera germs, is to be disinfected and afterwards, if feasible, pumped out.

(6) Water ballast taken in an infected or suspected port, if it has to be pumped out in the port of destination, is first to be disinfected, if disinfection can not be carried out the discharge of the water ballast must take place on the high sea.

(7) The drinking water found on board, unless it appears entirely free from suspicion, is to be pumped out after having been disinfected and is to be replaced with good drinking water. In all cases care must be taken that cholera dejections and suspicious water from the vessel do not reach the harbor water without being first disinfected.

SEC. 8. If cases of cholera have occurred on a vessel but not within the last seven days before arrival, it is held to be *suspect-d*. After the medical inspection has been made (sec. 6) the crew is to undergo observation with reference to their state of health, if the medical official deems this necessary, but not longer than five days, reckoned from the hour of the arrival of the vessel. The crew may be prevented from going ashore during the period of observation, unless it takes place for the purpose of paying off or the requirements of the ship's service are opposed to the detention on board. The passengers are to be allowed to continue their journey, but, if the medical official deems their further observation necessary, the port authorities must immediately inform the proper police authorities at the next destination concerning their intended arrival in order that they may be subjected to the sanitary police supervision there.

If the result of the medical inspection gives rise to the suspicion that inmates of the vessel have received in their persons the infection of cholera they may be dealt with, on the order of the medical official, as persons from an infected vessel. (Sec. 7 Nos. 1 and 3.)

As for the rest the rules prescribed in section 7, Nos. 4 to 7, hold good.

SEC. 9. If a vessel has had a death from cholera or case of cholera, on board neither before departure nor during the voyage nor on arrival it is held to be *clean* even though it comes from a port, arrivals from which have been ordered subjected to the control; and if the result of the medical inspection is satisfactory it is immediately admitted to

July 6, 1900

free pratique, after the measures mentioned in section 7, under 5 to 7, in case they are required, have been carried out. If the result of the medical inspection gives rise to the suspicion that inmates of the vessel have received in their persons the infection of cholera, or if the voyage of the vessel has lasted less than five days, the passengers and crew may be subjected, on the order of the medical official, to a further sanitary police supervision in accordance with the method specified in section 8, until the completion of the period of five days reckoned from the day of departure of the vessel.

SEC. 10. Against very thickly peopled vessels, namely, such as carry emigrants or returning emigrants, and likewise against vessels which present especially unfavorable sanitary conditions, wider measures, extending beyond the limits of sections 7 to 9, may be taken by the port authorities.

SEC. 11. The admission and forwarding of wares and articles of industry from the vessels specified in sections 7 to 9 are subject to restriction only in so far as special regulations have been adopted on the part of the competent Government authorities with reference to personal linen, old and used articles of clothing, used bedding and rags, and cast-off clothing.

Nevertheless, articles which, in the opinion of the medical official, are to be regarded as soiled with cholera dejections are to be disinfected before being admitted or forwarded.

SEC. 12. If a vessel in the cases described in sections 7 to 9 is not willing to submit to the regulations imposed it is free to go to sea again. It can have permission, however, with the application of the necessary precautionary measures (isolation of the vessel, crew, and passengers, preventing the pumping out of the keel water before it has been disinfected, replacing of the water supply found on board with good drinking water, and the like), to discharge its cargo and to land the passengers who are on board, provided the latter submit to the rules adopted by the port authorities.

SEC. 13. If a vessel has had cases of yellow fever on board during the voyage, after the medical inspection (sec. 6) the yellow fever patients who may still be on board are to be isolated on the vessel or in a suitable shelter on shore. Those persons who have come into immediate contact with yellow-fever patients or are suspected of sickness may, in case seven days have not yet elapsed since the termination of the last case of yellow fever, be subjected to observation, with or without detention, until the completion of the period of five days.

The articles used by yellow-fever patients and those compartments of the vessel in which such patients have been found are to be disinfected.

Corpses found on board must be buried immediately under the requisite precautionary rules.

Vessels which come from a port infected with yellow fever but which have not had cases of yellow fever on board are to be admitted to free pratique without further restriction after the medical inspection (Sec. 6) has taken place.

SEC. 14. If cases of plague have occurred on a vessel during the voyage notification must be given with the utmost dispatch, after the medical inspection (sec. 6) has been made, to the chief of the medical bureau in Hamburg and also to the Imperial sanitary bureau. Until the arrival of definite instructions from the chief of the medical bureau the vessel, together with all persons on board is to be shut off from all communication.

Vessels which come from a port infected with plague, but which have not had cases of plague on board, are to be admitted to free pratique without further restriction after the medical inspection (sec. 6) has taken place.

SEC. 15. If a vessel, after it has been subjected to the sanitary police control (secs. 6 to 9, 13 and 14) in a German port and has been admitted to free pratique, touches next at another domestic port, it is not subject to another additional control in the latter port, provided that since departure from the port last touched at cases of cholera, yellow fever, or plague have not occurred on board, or that a sanitary police control, in accordance with section 1, No. 2, has not been ordered against this last port.

SEC. 16. The restrictions of intercourse and measures of disinfection which are commanded in the foregoing regulations are not applied to the pilots, customs officers, and sanitary officers who have come into communication with vessels subject to the sanitary police control. The precautionary measures necessary for the personnel of these services are prescribed by the chief office.

SEC. 17. The decision as to where the measures mentioned in sections 7 to 14 are to be carried out will be made in conformity with special regulations to be issued by the senate on the subject.

SEC. 18. If following the result of the medical inspection (sec. 6), measures are to be adopted in accordance with the regulations contained in sections 7 to 14, for whose execution the necessary facilities are lacking in the port of arrival, the vessel is to be remanded to another port which is provided with the requisite facilities.

SEC. 19. If a vessel subject to the sanitary police control (sec. 1), is stranded on

the German coast, the strand authorities are to take the requisite measures in the meaning of this ordinance.

If such a vessel runs into a Hamburg port in distress it may remain lying there after hoisting the yellow flag (sec. 3), during the continuance of the distress, in order to receive the required assistance, under guard of the protective measures ordered by the port authorities.

SEC. 20. The provisions of the ordinance do not find application upon the vessels of the Imperial navy.

SEC. 21. Violations of the provisions of this ordinance, as well as of the rules adopted by the competent authorities in the execution of the same, provided a severer punishment is not incurred in accordance with existing penal laws, are punished by a fine not to exceed 100 marks, in place of which in case of inability to pay a corresponding imprisonment is imposed.

SEC. 22. All regulations concerning the sanitary police control of sea-going vessels contrary to the terms of this ordinance, particularly the ordinance of December 29, 1856, concerning the quarantine establishment at Cuxhaven and the ordinance of July 11, 1883, concerning the sanitary police control of a sea-going vessel touching at a Hamburg port, are repealed with the taking effect of this ordinance.

Enacted at the sitting of the senate, Hamburg, November 29, 1895.

*Appendix.—Question sheet.*

The following questions are to be fully answered in writing, in accordance with the truth, by the master and the mate immediately after receipt of the question sheet. The correctness of the answers is to be assured by signature with the person's own hand and is to be confirmed by oath on demand. The question sheet after having been filled out is to be held at the disposal of the authorities, along with the crew list, the manifest of passengers and those papers through which are shown the dates on which the vessel left the port of departure and entered and left places touched at on the way.

- (1) What is the name of the vessel?
- (2) What is the name of the master (captain)?
- (3) Under what flag does the vessel sail?
- (4) Where has the vessel taken its cargo? What does the cargo consist of? Does it contain, in particular, personal linen, old and used articles of clothing, used bedding and rags, and cast-off clothing?
- (5) When did the vessel reach the port of departure? When did it leave the same?
- (6) What places has the vessel touched at on the voyage? (To be answered with reference to each individual place.)
- (7) What place is the vessel bound for?
- (8) What is the number of the crew? Of the passengers? On board?
- (9) Has the vessel taken on persons on the way? Where? How many?
- (10) Is there anyone sick on board? What disease? Since when?
- (11) Has anyone been sick on board during the voyage? What disease? When and how long?
- (12) Has anyone of the crew or passengers died during the voyage? Of what disease? When? Is the body on board?
- (13) Are the bedding and clothing which the deceased or sick person used on board still on the vessel?
- (14) Does the vessel carry water ballast? Where was the same taken in?
- (15) What is the origin of the drinking water on board?

We hereby affirm the correctness and completeness of the foregoing answers and declare ourselves ready to confirm the same by oath.

\_\_\_\_\_, \_\_\_\_\_, 189-.

\_\_\_\_\_,  
*Master.*

\_\_\_\_\_,  
*Mate.*

I join in the foregoing affirmation and declaration with reference to the answers given to the questions under 10, 11, and 12.

\_\_\_\_\_, \_\_\_\_\_. 189-.

\_\_\_\_\_,  
*Ship's Surgeon.*